



# PLANNING DIVISION

## STAFF REPORT

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**TO:** PLANNING & TRANSPORTATION COMMISSION

**FROM:** Steven Turner, Senior Planner      **DEPARTMENT:** Planning &  
Curtis Williams, Contract Planner      Community Environment

**AGENDA DATE:** March 29, 2005

**SUBJECT:** **901 San Antonio Road: Comments on Draft Environmental Impact Report (DEIR) for a Comprehensive Plan Amendment and Planned Community (PC) applications for the Bridge Urban Infill Land Development (BUILD) and Taube-Koret Campus for Jewish Life (CJL) projects.**

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### RECOMMENDATION

Staff recommends that the Planning and Transportation Commission:

1. Accept public testimony on the Draft Environmental Impact Report (DEIR);
2. Close the public hearing; and
3. Forward comments on the DEIR and direct the consultant and staff to prepare a Final Environmental Impact Report/Response to Comments.

### BACKGROUND/PROJECT INFORMATION

#### Planning and Transportation Commission Review of DEIR

The purpose of this hearing is to accept public testimony and Commission comments on the DEIR that has been prepared for this site and the associated projects. Subsequent to public testimony and Commission comments, along with the written comments submitted on the DEIR during the 45-day public review period, a Final EIR/Response to Comments will be prepared by the EIR consultant and staff.

The Planning and Transportation Commission (P&TC) will review the project merits for the proposed BUILD and CJL Comprehensive Plan Amendment and Planned Community applications at a subsequent public hearing. It is expected that this project hearing will be held in approximately 60 days.

### Site Information

The project area is located at 901 San Antonio Road. The project area is bounded by San Antonio Road to the east, Charleston Road to the south, Fabian Way to the west, and the Space Systems/Loral facility to the north.

The northern four-acre parcel or BUILD site is owned by BRIDGE Urban Infill Land Development (BUILD), and the southern 8.2-acre parcel (CJL site) is owned by the Taube-Koret Campus for Jewish Life (TKCJL), a joint project/consortium of the Albert L. Schultz Jewish Community Center, the Jewish Community Federation and the Jewish Home. The original 12.2-acre parcel was approved for subdivision by the City Council, with recommendation from the Planning & Transportation Commission, on March 3, 2003. City records, such as the Record of Land Use Action and previous staff reports pertaining to the decision, are available for review upon request.

The site contains a five-story, 257,980 square foot, vacant office building, previously occupied by Sun Microsystems. An at-grade parking lot surrounds the building and contains parking lot trees and ground level landscaping. Automobile access to the site is provided from San Antonio Road, Charleston Road and Fabian Way. The KFC restaurant at the corner of San Antonio and Charleston Roads is an existing commercial use in operation on the project site.

### Comprehensive Plan

The existing land use designation for the entire 12 acre project site is *Light Industrial*. According to the Comprehensive Plan, Light Industrial compatible land uses include wholesale and storage warehouses and the manufacturing, processing, repairing and packaging of goods. Compatible residential and mixed use projects would also be compatible with the land use category, with floor area ratios up to 0.5.

### Zoning

The subject property is located within the GM (General Manufacturing) zoning district. The GM District permits manufacturing and general business services such as cleaning and repair, bakeries, printing and publishing, construction material storage. Additional permitted uses include day care centers, administrative office services, single and multiple-family residential uses. The site development provisions of the GM District (PAMC Section 18.20.030) permit a maximum floor area ratio (FAR) of 0.5. Residential uses are no longer permitted in the GM District, pursuant to Council revisions adopted in October of 2005.

### Project Description

The following is a description of the land use components and the various activities associated with the project:

- *BUILD*- The project contains two separate components:

The *townhouse component*, to be developed by BUILD, LLC, would contain 160 for-sale (market rate) units and a 315 parking space at grade garage. The townhomes would range in size from

800 square feet to 1,550 square feet in one, two and three bedroom configurations. Nine of the townhomes would face and have access to Fabian Way. Five of the townhomes would be constructed at ground level with access to the pedestrian walkway along the access driveway between the BUILD and TKCJL parcels. The remaining units would be constructed on top of the parking podium and around two central landscaped courtyards. A shared entry plaza and pedestrian entry stairs from the main access driveway would also be provided on the south side of the two buildings.

The *senior housing component*, to be developed by BRIDGE Housing Corporation, is a four-story building containing 66 studio and one bedroom apartment units, including a single two bedroom unit for the on-site manager. The units would range in size from 650 square feet to 850 square feet. The units would be organized around an internal courtyard and extend to approximately 56.5 feet in height. A direct pedestrian connection with the TKCJL site is expected. All units would be restricted to seniors at low and very low income affordability levels.

- *CJL*-The project contains the following components:

*Jewish Community Center* of approximately 130,000 square feet. Uses within these buildings include a 380-seat cultural hall, teen center, activity areas, preschool and after school facilities, a café, meeting rooms, administrative offices, commercial uses, and maintenance facilities. Recreation facilities would include two swimming pools, a fitness center and a sports field. The buildings for these uses would be constructed over a podium garage.

*Jewish Senior Residences, including 180 senior residential housing* for senior congregate care and assisted living. The total floor area of the residential uses would be approximately 287,000 square feet.

*Parking garage containing 615 parking spaces.* The garage would be constructed “at-grade” as the site is located within a flood zone. Below-grade structures would not be allowed. The community center and senior housing would be constructed on a podium platform above the parking garage and above the eight-foot flood zone boundary. Automobile driveways and on-site circulation elements will facilitate organized and efficient movement of vehicles, pedestrians and deliveries to and from the site. Access to the site would be provided from San Antonio Road, East Charleston Road, and Fabian Way.

A landscape plan that would create a sequence of linked open spaces at the podium level, provide screening and security at the ground level, and serve to enhance the transitional areas for pedestrians at the stairways and lightwells between grade and the podium level.

#### Proposed Planning Applications/Permits

The project sponsor has filed the following applications:

- *Comprehensive Plan Amendment*- A Comprehensive Plan amendment is requested to change the existing land use of Light Industrial to Mixed Use. According to the City’s Comprehensive Plan, the *Mixed Use* designation allows a mix of uses including

Live/Work, Retail/Office, Residential/Retail and Residential/Office development. Live/Work refers to one or more individuals living in the same building where they earn their livelihood, usually in professional or light industrial activities. Retail/Office, Residential/Retail, and Residential/Office provide other variations to mixed use with retail typically on the ground floor and residential on upper floors. Under this land use designation, floor area ratios (FARs) can range up to 1.15, although Residential/Retail and Residential/Office development located along transit corridors or near multi-modal centers can range up to 2.0 FAR with up to 3.0 FAR possible in areas resistant to revitalization. Mixed use may include permitted activities mixed within the same building or within separate buildings on the same site or on nearby sites.

- *Planned Community Zoning-* In accordance with the requirement of the Palo Alto Municipal Code, Title 18.68 (Planned Community districts), the applicants have submitted development program statements, development schedules, and the proposed findings for the establishment of PC districts. The findings include a description of the proposed public benefits, which include the senior housing project component containing on both projects for low and below market rate rental units. The PC process was initiated by the P&TC on December 1, 2004 for the BUILD project and on September 14, 2005 for the TKCJL project.

## **ENVIRONMENTAL REVIEW**

A Draft Environmental Impact Report (DEIR) has been prepared for this site by David J. Powers & Associates, with staff assistance, encompassing both the BUILD and CJL projects. The DEIR also considers the Comprehensive Plan Amendment for the site as a "Program EIR." The Program EIR component of the DEIR focuses on policy and code provisions to satisfy potential impacts, rather than project-specific mitigation, and would apply whether these particular projects are constructed or not. The "Project EIR" component of the DEIR deals with the project-specific impacts and mitigation measures of the two proposals. The DEIR was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines prepared by the Office of Planning and Research.

### **Notice of Preparation/EIR Scoping Process**

In December of 2004, a Notice of Preparation (NOP) was made available for public review, indicating the City's intent to prepare an EIR and soliciting input regarding the issues to be addressed. In addition, these documents were distributed to local and state agencies, as well as interested groups, for review and comment. As part of the required 30-day public review period, City staff held a public scoping meeting on December 9, 2004 for members of the public to comment on the assessment. Due to project changes, revised Notices of Preparation were distributed in March of 2005 and October of 2005. The Notices and responses are included in Appendix A of Volume 1.

### **Draft Environmental Impact Report (DEIR)**

The Draft Environmental Impact Report (DEIR) was completed and distributed for public review on February 17, 2006. Consistent with the CEQA Guidelines, a minimum 45-day public review period is required and the comment period will close on April 3, 2006. The Notice of

Availability for the DEIR is contained in Attachment A. Written comments received by the Planning Division this far are contain in Attachment B. A brief summary of the DEIR format, content and the significant environmental and policy issues addressed in the DEIR is provided as follows.

### Format and Content

The DEIR consists of two volumes. Volume I is the EIR text and Volume II contains a number of technical appendices to support the analysis in the DEIR. Volume I is organized, pursuant to CEQA requirements, as follows:

- The Summary of the DEIR includes a project description, a table of potential impacts and mitigation measures, and brief discussion of required EIR contents.
- Section I (Introduction) includes a general overview of the CEQA process, public participation, and an outline of the contents of the DEIR.
- Section II (Description of the Proposed Project) provides a detailed outline of the project characteristics of both projects, the objectives of the projects, conformance with the Comprehensive Plan and other plans, and a description of the approvals required.
- Section III (Environmental Setting, Impacts and Mitigation) provides an extensive evaluation of all of the potential environmental impacts of the project. This section discusses the Program-level impacts and mitigation related to the Comprehensive Plan, and the Project-level impacts and mitigation measures for each of the projects.
- Section IV (Cumulative Impacts) discusses the cumulative environmental effects of the project along with other pending and future development in the area.
- Section V (Growth Inducing Impacts) addresses the ways in which the proposed projects could foster economic, population or housing growth in the surrounding area.
- Section VI (Alternatives to the Proposed Project) identifies a range of alternatives to the project that may reduce or avoid project impacts, but which still attain most project objectives.
- Section VII (Significant Irreversible Environmental Changes) discusses the irreversible commitment of natural resources that could occur as a result of the Comprehensive Plan Amendment.
- Section VIII (Significant Unavoidable Impacts) lists the significant unavoidable impacts that could result if the proposed projects are implemented.
- Section IX (References) lists the references, persons and organizations consulted during preparation of the DEIR (note that references not included in Volume II are generally available at the City).
- Section X (Authors and Consultants) outlines the City of Palo Alto staff and consultants who participated in preparation of the DEIR.

### Environmental Analysis (Impacts and Mitigation Measures)

The following discussion outlines each topic for which one or more significant impacts were identified and mitigation measures were required. Environmental topics for which all impacts were determined to be “less than significant,” cumulative impacts, and alternatives reviewed are also discussed. For each section of the DEIR, “Program-level” impacts and mitigation measures are outlined to address the Comprehensive Plan Amendment. “Project-level” impacts and

mitigation measures are then discussed to be applied to the BUILD and CJL projects.

## **1. Transportation**

Transportation impacts are addressed in Section III-B of the DEIR. A Traffic Impact Analysis was prepared by the transportation firm of Korve Engineering (Appendix B), based on staff direction and an updated version (2005) of the City's traffic model. This model estimates traffic conditions through 2015 and reflects local traffic growth associated with approved and known projects. The model's forecasts also incorporate the regional land use data projected by the Valley Transportation Authority (VTA) for municipalities throughout the County, including neighboring cities such as Mountain View, where projects may have an impact on traffic within Palo Alto.

The DEIR outlines the following potential significant transportation impacts under the Project analysis conditions and proposed mitigation measures:

- a. Traffic volumes at the Charleston/Alma intersection at the P.M. peak hour
  - Mitigation: Implementation of a traffic adaptive signal program along the Charleston-Arastradero corridor
- b. Safety impacts at the mid-block crosswalk on Fabian
  - Mitigation: Design and safety improvements to the crossing
- c. Queuing and safety impacts from left turn movements into and out of the site from Charleston
  - Mitigation: Prohibit left turns or provide left turn lane (if found feasible in light of the available right-of-way and the City's design plans for the subject roadway segment)
- d. Queuing and safety impacts from the loading dock along San Antonio Road near the Charleston intersection
  - Mitigation: Relocate loading dock with access from Fabian
- e. Inadequate on-site parking during special events
  - Mitigation: Monitoring, notification of events, and off-site parking agreements (if necessary)

The DEIR concludes that the recommended mitigation measures would reduce these impacts to less-than-significant levels.

## **2. Noise and Vibration**

Noise and vibration impacts are addressed in Section III-C of the DEIR. The DEIR outlines the following potential significant noise and vibration impacts and proposed mitigation measures for the projects:

- a. Excessive interior noise levels (from industrial use and traffic) in the residential units
  - Mitigation: Building design to reduce noise to 45 dB or less
- b. Excessive exterior noise levels (from industrial use and traffic) in the residential and community areas
  - Mitigation: Building design, walls and other measures to shield outdoor use areas
- c. Excessive noise during construction

- Mitigation: Limited hours of construction, equipment controls
- d. Excessive vibration during construction
  - Mitigation: Equipment controls, coordination with Loral Systems

The DEIR concludes that the recommended mitigation measures would reduce these impacts to less-than-significant levels.

### **3. Air Quality**

Air quality impacts are addressed in Section III-D of the DEIR. The DEIR outlines the following potential significant air quality impact and proposed mitigation measure for the project:

- a. Excessive dust from construction activities
  - Mitigation: Implementation of dust control measures prescribed by Air Quality Management District

The DEIR concludes that the recommended mitigation measures would reduce this impact to a less-than-significant level.

### **4. Hazards and Hazardous Materials**

Hazards and hazardous material impacts are addressed in Section III-E of the DEIR. The analysis relies heavily on environmental assessments prepared for the site and on Risk Management Plans that require review and approval by the Regional Water Quality Control Board.

The DEIR outlines the following potential significant hazards and hazardous materials impacts and proposed mitigation measures for the projects:

- a. Potential releases of volatile organic compounds (VOCs) from groundwater or soil contamination (CJL site) on or adjacent to residential uses
  - Mitigation: Implementation of Risk Management Plan measures
- b. Accidental releases of toxics from adjacent industrial uses on residential uses
  - Mitigation: Hazard Assessment and Emergency Preparedness plans (Fire Department)

The Risk Management Plans (RMPs) require implementation of an extensive array of measures, such as the provision of vapor barriers, ventilation, dewatering during construction, plan reviews, protection and abandonment of wells, monitoring and reporting, public disclosures, and contingency plans and funding. The Risk Management Plan for the CJL site also includes on-site remediation of contaminated soil on the site. The RMPs are enforceable by the Regional Water Quality Control Board and the City of Palo Alto.

The Hazard Assessment and Emergency Preparedness planning would require the submittal of Shelter in Place and Evacuation Plans for residents and other users of the site, in the event of an accidental release of hazardous materials. The plans must be submitted to the Fire Department for review and approval.

The DEIR concludes that the recommended mitigation measures would reduce these impacts to less-than-significant levels.

## **5. Hydrology and Flooding**

Hydrology and flooding impacts are addressed in Section III-F of the DEIR. The DEIR outlines the following potential significant hydrology and flooding impacts and proposed mitigation measures for the projects:

- a. Increased stormwater runoff in excess of the capability of the stormwater system
  - Mitigation: On-site detention and runoff controls to result in no net increase
- b. Potential water quality impacts from increased runoff
  - Mitigation: Design and implementation of Stormwater Pollution Prevention Plan (SWPPP) to treat runoff prior to discharge from site

The DEIR concludes that the recommended mitigation measures would reduce these impacts to less-than-significant levels.

## **6. Biological Resources**

Biological resource impacts are addressed in Section III-G of the DEIR. The DEIR outlines the following potential significant biological resource impacts and proposed mitigation measures for the projects:

- a. Disturbance of nesting birds
  - Mitigation: Pre-construction surveys, limitations on construction periods, and protective measures
- b. Disturbance of roosting bats
  - Mitigation: Pre-construction surveys, limitations on construction periods, and protective measures

The DEIR concludes that the recommended mitigation measures would reduce these impacts to less-than-significant levels.

## **7. Cultural Resources**

Cultural resource impacts are addressed in Section III-J of the DEIR. The DEIR outlines the following potential significant cultural resource impact and proposed mitigation measures for the projects:

- a. Potential disturbance of archaeological resources from site excavation and grading
  - Mitigation: Pre-construction surveys, on-site monitoring, and notification of archaeological finds.

The DEIR concludes that the recommended mitigation measures would reduce this impact to a less-than-significant levels.

### **Project Effects Determined To Be Less than Significant**

Based on the evaluation in the DEIR, it was determined that the projects would not result in significant environmental effects for several environmental resources. For each of those, the DEIR analysis found that existing City regulations and/or review processes are adequate to avoid significant impacts. Impacts were determined to be less than significant for the following resource areas: 1) Land Use (see discussions of Noise and Hazards and Hazardous Materials for related impacts, however); 2) Geology, Soils and Seismicity; 3) Visual Resources and Aesthetics; 4) Utilities and Service Systems; 5) Population and Housing; 6) Public Facilities and Services; and 7) Energy.

### Cumulative Impacts

Cumulative impacts were evaluated based on the City's list of approved and pending projects outlined in Table 32 of the DEIR, as well as on overall regional traffic growth for the transportation analysis. Cumulative impacts for most resources, such as visual or biological resources, are found to be less than significant. The cumulative impact of the numerous projects on transportation, however, results in substantial operating delays and/or deterioration in level of service at four intersections, even with the implementation of the traffic adaptive signal system approved for the Charleston-Arastradero corridor. The impact of this project to that total, however, is relatively small.

Additional improvements required to reduce the overall cumulative impacts to less than significant levels are outlined in an appendix to the Traffic Impact Analysis (Appendix B) in Volume II of the DEIR. The City has previously found (in the Comprehensive Plan and more recently, in the Charleston-Arastradero Corridor Study), that some of these improvements are not feasible and would conflict with the City's policies for protection of neighborhoods and facilitation of pedestrian and bicycle facilities. The City's traffic engineer, however, will evaluate the identified improvements to determine if any potential alternatives are feasible for implementation to at least partially mitigate the cumulative traffic impacts. The projects will be required to pay their fair share contributions towards the design and implementation of the feasible mitigations, which will be addressed as conditions of approval.

### Unavoidable Significant Adverse Effects

CEQA requires that the DEIR identify and discuss significant environmental effects that cannot be avoided if the proposed project is implemented. The DEIR concludes that the proposed mitigation measures would reduce all impacts to less than significant levels.

### Alternatives

Pursuant to the provisions of the California Environmental Quality Act (CEQA), the DEIR is required to review alternatives to the proposed project. Project alternatives are presented and analyzed in Chapter VI of the DEIR. A total of four project alternatives were prepared (Alternatives A through E). Alternatives were derived from analysis of opportunities to reduce potential significant impacts identified in Chapter III. For each alternative, a brief comparison of the potential impacts is made to the project impacts, as well as an assessment of the feasibility of the alternative. The following is a brief summary of the project alternatives that were developed and analyzed in the DEIR:

**1. Alternative A: No Project Alternative.**

A “No Project” alternative is required to be assessed under the provisions of CEQA.

**2. Alternative B: Reduced Scale Alternative.**

This alternative presents a project with the number of residential units and amount of other floor space reduced by 40%. This option would eliminate the project traffic impact at Charleston/Alma intersection in the P.M. peak hour, but would otherwise have most of the same project impacts and would require virtually all of the proposed mitigation measures.

**3. Alternative C: Building Height Alternative.**

This alternative would limit the height of structures on both sites to comply with height and setback requirements, with reductions of about 25% of the residential units and 8.5% of space for other uses. While project impacts would be reduced, none would be reduced below a level of significance and all of the proposed mitigation measures would still be required.

**4. Alternative D. BUILD Design Alternative.**

This alternative represents an option outlined by BUILD to eliminate approximately 66 units from the original proposal, and to relocate the senior housing component to the Fabian Way side of the site. Again, project impacts would be reduced, but not to a less than significant level.

CEQA requires that an environmentally superior alternative must be identified, other than the No Project Alternative. The Reduced Scale Alternative is indicated to be the environmentally superior alternative, based on the avoidance of the significant traffic impact at the Charleston/Alma intersection.

Final Environmental Impact Report (DEIR)

Subsequent to the completion of the public review period on April 3, 2006, a Final Environmental Impact Report (FEIR) will be prepared and will accompany the project applications to the Commission and then to the City Council. Written responses will be provided to all comments submitted in writing or at this public hearing, as part of the FEIR.

Proposed Revisions to Projects

BUILD representatives have indicated that Alternative D (BUILD Design Alternative) is now their preferred development plan, have submitted detailed plans to staff, and have presented the plans to the Architectural Review Board (ARB) for review. This plan would reduce the total number of residential units (from 226) to 159. CJL has recently indicated in a letter to the City that it wishes to add 13 residential units to its project and a small amount of additional square footage to the community uses on the site. Also, at the ARB review of these projects, some of the building and site features have been modified from the plans depicted in the EIR.

Staff and the EIR consultant believe that these changes should be addressed in the Final EIR by revising the project description and the analysis sections accordingly to reflect the revised project, and to delete Alternative D. The net changes appear to reduce impacts, but further

project, and to delete Alternative D. The net changes appear to reduce impacts, but further analysis will be required to confirm that conclusion.

**NEXT STEPS**

Following preparation of the Final EIR/Response to Comments document, and subsequent to ARB review and recommendation on the project, the Planning and Transportation Commission will conduct a public hearing(s) on the project applications, and will recommend approval or denial to the City Council. The City Council will then review the Final EIR/Response to Comments and the planning applications for final action.

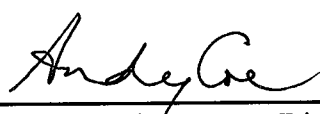
**ATTACHMENTS**

- A. Notice of Availability
- B. Email from Michelle Rembaum, CEPA & CRWQCB, dated March 22, 2006

**COURTESY COPIES**

Shelley Hebert, Campus for Jewish Life  
Karen Stern, Campus for Jewish Life  
Lydia Tan, BUILD  
Joseph Forbes McCarthy, BUILD  
Rob Steinberg, Steinberg Architects  
Randy Popp, Steinberg Architects  
Nora Monette, David Powers & Associates  
Margaret Sloan, Jorgenson, Siegel, McClure & Flegel, LLP  
Interested Parties

PREPARED BY: Steven Turner, Senior Planner  
Curtis Williams, Contract Planner

DEPARTMENT/DIVISION HEAD APPROVAL:   
Andy Coe, Interim Deputy Director





City of Palo Alto  
Department of Planning and Community Environment  
P. O. Box 10250  
Palo Alto, CA 94303  
(650) 329-2441

***NOTICE OF AVAILABILITY AND COMPLETION***  
**SCH#2004112108**

NOTICE IS HEREBY GIVEN that a Draft Environmental Impact Report (DEIR) has been prepared by the Palo Alto Department of Planning and Community Environment for the project located at 901 San Antonio Road. **The DEIR will be available for a 45 day public review period starting on February 17, 2006, and ending at 5:00 p.m. on April 3, 2006.** All written comments on the DEIR must be received at the Planning Division of the Department of Planning and Community Environment on the fifth floor of City Hall, 250 Hamilton Avenue Palo Alto, by 5:00 p.m. on April 3, 2006.

The **Planning and Transportation Commission (P&TC)** will take public testimony on the DEIR at a public hearing on **March 29, 2006, at 7:00 p.m., in the City Council Chambers** on the first floor of City Hall. A public hearing notice will be distributed prior to the P&TC hearing. The **Architectural Review Board (ARB)** will consider the DEIR at a public hearing on **April 6, 2006, at 8:00 a.m., in the City Council Chambers** on the first floor of City Hall.

**Project Title:** 901 San Antonio Road Project

**Project Location:** 901 San Antonio Road

**Project Description:** The proposed project consists of the redevelopment of two properties totaling approximately 12.5 acres in the City of Palo Alto. The northern 4-acre parcel is owned by BRIDGE Urban Infill Land Development (BUILD) and the southern 8.5-acre parcel (CJL site) is owned by the Campus for Jewish Life (CJL), a joint project/consortium of the Albert L. Schultz Jewish Community Center, the Jewish Community Federation and the Jewish Home. Several discretionary actions are requested including: 1) a Comprehensive Plan amendment for the entire area (12.5 acres); 2) a project level Planned Community (PC) Development rezoning and major subdivision on the 4-acre BUILD site; 3) a project level PC Development rezoning and subdivision on the 8.5-acre CJL site; 4) variances for allowed building heights of up to 56.5 feet on the BUILD site and up to 58 feet on the CJL site; and 5) a Development Agreement for the CJL site. BUILD proposes to construct 226 residential units on four acres of the site. CJL proposes to construct 180 units of assisted living and congregate care residential units for seniors, a 113,000 square-foot community center, and a 17,000 square-foot preschool facility.

**Significant Environmental Effects:** The Draft EIR identifies significant impacts in the areas of transportation, noise, air quality (construction), hazards and hazardous materials, hydrology and water quality, biological resources and cultural resource.

**Lead Agency:**

City of Palo Alto, California

**Loaner Copies Available at:**

City of Palo Alto  
Department of Planning and Community Environment  
250 Hamilton Avenue, Fifth Floor  
M-F (8-12; 1-5 PM) except on the closed Fridays  
Development Center  
285 Hamilton Avenue  
M-F (8-12; 1-4 PM); W (9-12; 1-4 PM)

**Copies for Review Only at:**

All Libraries  
City's Website at [www.cityofpaloalto.org](http://www.cityofpaloalto.org)

**Review Period:**

February 17 through April 3, 2006

**Contact Persons:**

Steven Turner, Project Planner, 329-2155  
Amy French, Current Planning Manager, 329-2336

**Submittal of Written Comments:** If you wish to comment on the EIR, please submit your written comments to Steven Turner, Department of Planning and Community Environment, 250 Hamilton Avenue, Palo Alto, CA 94301, between the dates of February 17, 2006 and no later than April 3, 2006.

**Americans with Disabilities Act:** In compliance with the Americans with Disabilities Act, those requiring accommodations for these meetings should notify the City of Palo Alto, 24 hours prior to the meetings at 650-329-2550.

## Turner, Steven

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**From:** Michelle Rembaum [MRembaumfox@waterboards.ca.gov]  
**Sent:** Wednesday, March 22, 2006 12:10 PM  
**To:** Turner, Steven  
**Cc:** gjmarkulis@AircraftBraking.com; jmccarthy@bridgehousing.com; shelley@campusforjewishlife.org; mdodt@ford.com; ifeldman@geomatrix.com; SSkoe@GeoSyntec.com; Alfred.fraijo@hklaw.com; tegraf@hotmail.com; jeff@main-main.com; gjgrimm@mindspring.com; jimbaer@prprop.com; TArris@srgnc.com; gcook@valleywater.org; Anders Lundgren; Stephen Hill  
**Subject:** RWQCB Comments on Draft EIR - 901 San Antonio Rd.

Steven:

Water Board staff has reviewed the Draft EIR for the 901 San Antonio Road Project, dated February 2006. The Draft EIR (primarily Section III E) with regard to CJL Parcel 2 is outdated and contains incorrect information. We recommend that the City of Palo Alto revise Section III E of the Draft EIR in accordance with the final drafts of the Risk Management Plan and Site Cleanup Plans dated February 22, 2006.

Thank You,

Michelle Rembaum-Fox  
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